
Section 3. Overdue Aircraft

10-3-1 Overdue Aircraft

a. Consider an aircraft to be overdue, initiate the procedures stated in this section and issue an ALNOT when neither communications nor radar contact can be established and 30 minutes have passed since:

NOTE -

The procedures in this section also apply to an aircraft referred to as "missing" or "unreported."

1. Its ETA over a specified or compulsory reporting point or at a clearance limit in your area.
 2. Its clearance void time.
- b. If you have reason to believe that an aircraft is overdue prior to 30 minutes, take the appropriate action immediately.
- c. The center in whose area the aircraft is first unreported or overdue will make these determinations and takes any subsequent action required.

REFERENCE -

FAAO 7110.65, *Departure Restrictions*, Clearance Void Times, Hold for Release and Release Times, paragraph 4-3-4.

10-3-2 Information to be Forwarded to ARTCC

TERMINAL

When an aircraft is considered to be in emergency status that may require SAR procedures, or an IFR aircraft is overdue, the terminal facility shall alert the ARTCC and forward the following information as available:

- a. Flight plan, including color of aircraft, if known.
- b. Time of last transmission received, by whom, and frequency used.
- c. Last position report and how determined.
- d. Action taken by reporting facility and proposed action.
- e. Number of persons on board.
- f. Fuel status.
- g. Facility working aircraft and frequency.
- h. Last known position, estimated present position, and maximum range of flight of the aircraft based on remaining fuel and airspeed.
- i. Position of other aircraft near aircraft's route of flight, when requested.
- j. Whether or not an ELT signal has been heard or reported in the vicinity of the last known position.
- k. Other pertinent information.

REFERENCE -

FAAO 7110.65, *Responsibility*, paragraph 10-1-4.

FAAO 7110.65, *Emergency Situations*, paragraph 10-2-5.

NOTE -

FSS's serve as the central points for collecting and disseminating information on an overdue or missing aircraft which is not on an IFR flight plan. Non-FSS ATC facilities that receive telephone calls or other inquiries regarding these flights shall refer these calls and inquiries to the appropriate AFSS/FSS.

10-3-3 Information to be Forwarded to RCC

EN ROUTE

When an aircraft is considered to be in emergency status or an IFR aircraft is overdue, the ARTCC shall alert the RCC and forward the following information as available:

- a. Facility and person calling.
- b. Flight plan, including color of aircraft, if known.
- c. Time of last transmission received, by whom, and frequency used.
- d. Last position report and how determined.
- e. Action taken by reporting facility and proposed action.
- f. Number of persons on board.
- g. Fuel status.
- h. Facility working aircraft and frequency.
- i. Last known position, estimated present position, and maximum range of flight of the aircraft based on remaining fuel and airspeed.
- j. Position of other aircraft near aircraft's route of flight, when requested.
- k. Whether or not an ELT signal has been heard or reported in the vicinity of the last known position.
- l. Other pertinent information.

REFERENCE -

FAAO 7110.65, *Responsibility*, paragraph 10-1-4.

FAAO 7110.65, *Emergency Situations*, paragraph 10-2-5.

NOTE -

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10-3-4 ALNOT

EN ROUTE

- a. In addition to routing to your regional office operations center, issue an ALNOT to all centers and Area B circuits, generally 50 miles on either side of the route of flight from the last

reported position to destination. Include the original or amended flight plan, as appropriate, and the last known position of the aircraft. At the recommendation of the RCC or at your discretion, the ALNOT may be issued to cover the maximum range of the aircraft.

NOTE -

- 1 - An ALNOT must be issued before the RCC can begin Search and Rescue procedures.
- 2 - Flight plan information on military aircraft is available at the FSS serving as tie-in station for the departure or destination airport. FAA tie-in stations for airports in the Continental United States are listed in the Location Identifiers Handbook. In the Western-Pacific Region, tie-in stations are listed in regional publications entitled, "Flight Plan Routing and Airport Search Directory." For flights with overseas departure points, the information is available through the destination FSS or the appropriate IFSS.

b. Upon receipt of an INREQ or ALNOT, check the position records to determine whether the aircraft has contacted your facility. Notify the originator of the results or status of this check within one hour of the time the alert was received. Retain the alert in an active status, and immediately notify the originator of subsequent contact, until cancellation is received.

10-3-5 Responsibility Transfer to RCC

EN ROUTE

Transfer responsibility for further search to the RCC when one of the following occurs:

- a. Thirty minutes have elapsed after the estimated aircraft fuel exhaustion time.
- b. The aircraft has not been located within one hour after ALNOT issuance.
- c. The ALNOT search has been completed with negative results.

10-3-6 Aircraft Position Plots

Plot the flight path of the aircraft on a chart, including position reports, predicted positions, possible range of flight, and any other pertinent information. Solicit the assistance of other aircraft known to be operating near the aircraft in distress. Forward this information to the RCC or the ARTCC as appropriate.

10-3-7 ALNOT Cancellation

EN ROUTE

Cancel the ALNOT when the aircraft is located or the search is abandoned.

Section 4. Control Actions

10-4-1 Traffic Restrictions

IFR traffic which could be affected by an overdue or unreported aircraft shall be restricted or suspended unless radar separation is used. The facility responsible shall restrict or suspend IFR traffic for a period of 30 minutes following the applicable time listed in subparagraphs a thru e.

- a. The time at which approach clearance was delivered to the pilot.

- b. The EFC time delivered to the pilot.
- c. The arrival time over the NAVAID serving the destination airport.
- d. The current estimate, either the control facility's or the pilot's, whichever is later, at:
 - 1. The appropriate en route NAVAID or fix, and
 - 2. The NAVAID serving the destination airport.
- e. The release time and, if issued, the clearance void time.

REFERENCE -

FAAO 7110.65, *Departure Restrictions, Clearance Void Times, Hold for Release, and Release Times*, paragraph 4-3-4.

10-4-2 Lighting Requirements

- a. EN ROUTE: At nontower or non-FSS locations, request the airport management to light all runway lights, approach lights, and all other required airport lighting systems for at least 30 minutes before the ETA of the unreported aircraft until the aircraft has been located or for 30 minutes after its fuel supply is estimated to be exhausted.
- b. TERMINAL: Operate runway lights, approach lights, and all other required airport lighting systems for at least 30 minutes before the ETA of the unreported aircraft until the aircraft has been located or for 30 minutes after its fuel supply is estimated to be exhausted.

REFERENCE -

FAAO 7110.65, *Emergency Lighting*, paragraph 3-4-1.

10-4-3 Traffic Resumption

After the 30-minute traffic suspension period has expired, resume normal air traffic control if the operators or pilots of other aircraft concur. This concurrence must be maintained for a period of 30 minutes after the suspension period has expired.

REFERENCE -

FAAO 7110.65, *Departure Restrictions, Clearance Void Times, Hold for Release, and Release Times*, paragraph 4-3-4.

10-4-4 Communications Failure

Take the following actions, as appropriate, if two-way radio communications are lost with an aircraft:

NOTE -

- 1 - When an IFR aircraft experiences two-way radio communications failure, air traffic control is based on anticipated pilot actions. Pilot procedures and recommended practices are set forth in the AIM, CFR's, and pertinent military regulations.
- 2 - Should the pilot of an aircraft equipped with a coded radar beacon transponder experience a loss of two-way radio capability, the pilot can be expected to adjust the transponder to reply on Mode 3/A Code 7600.

L-4

a. In the event of lost communications with an aircraft under your control jurisdiction use all appropriate means available to reestablish communications with the aircraft. These may include, but not be limited to, emergency frequencies, nav aids that are equipped with voice capability, FSS, Aeronautical Radio Incorporated (ARINC), etc.

NOTE -

- 1 - ARINC is a commercial communications corporation which designs, constructs, operates, leases or otherwise engages in radio activities serving the aviation community. ARINC has the capability of relaying information to/from subscribing aircraft throughout the country.

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- 2 - Aircraft communications addressing and reporting system (ACARS) or selective calling (SELCAL) can be utilized to reestablish radio communications with suitably equipped aircraft. ACARS can be utilized by contacting the San Francisco ARINC communications center, watch supervisor, at 925-294-800-621-0140. Provide ARINC the aircraft call sign, approximate location, and contact instructions in order to utilize the SELCAL system, the SELCAL code for the subject aircraft must be known. If the SELCAL code is not contained in the remarks section of the flight plan, contact the pertinent dispatch office to determine the code. Then contact the San Francisco ARINC communications center, watch supervisor, at 925-294-8297 and 800-621-0140. Provide ARINC the aircraft call sign, approximate location, and contact instructions.

b. Broadcast clearances through any available means of communications including the voice feature of NAVAID's.

NOTE -

- 1 - Some UHF equipped aircraft have VHF navigation equipment and can receive 121.5 MHz.
- 2 - "Any available means" includes the use of FSS and ARINC.

REFERENCE -

FAAO 7110.65, *Clearance Prefix*, paragraph 4-2-2.

c. Attempt to re-establish communication by having the aircraft use its transponder or make turns to acknowledge clearances and answer questions. Request any of the following in using the transponder:

1. Request the aircraft to reply Mode 3/A "IDENT."
2. Request the aircraft to reply on Code 7600 or if already on Code 7600, the appropriate stratum code.
3. Request the aircraft to change to "stand-by" for sufficient time for you to be sure that the lack of a target is the result of the requested action.

PHRASEOLOGY -

REPLY NOT RECEIVED, (appropriate instructions).

(Action) OBSERVED, (additional instructions/information if necessary).

d. Broadcast a clearance for the aircraft to proceed to its filed alternate airport at the MEA if the aircraft operator concurs.

REFERENCE -

FAAO 7110.65, *Radio Failure*, paragraph 5-2-8.

FAAO 7110.65, *IFR Military Training Routes*, paragraph 9-3-7.